

PASSENGER **trans**actions *"We Move People"*

Spring 2004

A Message from State Transportation Director Gloria J. Jeff

Table of Contents

Two Key MDOT Efforts Move Michigan Forward..	2
Around the State	
Flint MTA Unveils Art Collection.....	3
Ionia Bus Garage Wins Award	3
Ionia Gets New Tower	4
Van Buren Joins MPSCS	4
St. Joseph CTA Celebrates First Year	5
CWTA Wins Governor's Award	5
K-zoo Metro Increases Ridership & Fares	5
AATA Converts Fleet	6
MAX Adopts Uniform Policy	6
MAX Sponsors Poster Contest	6
Greater Lapeer Gets New Directors	6
ITP/The Rapid Loses A Friend	7
Lift Accidents Impact Drug/Alcohol Tests	7
Volunteer Drivers Drive Federally-Funded Cars?.	8
<i>(continued on page 14)</i>	
Vehicle News	
Low-Floor Bus Demo Project Planned	8
Medium-Duty Bus Contract Awarded	8
Transit Vehicle Web Site Available	8
Small Bus Contracts Extended	8
State Surplus Auction Dates	9
International Chassis Require U-Bolt Inspection ..	9
Vehicle Survey Results Posted	9
Training News	
FY2004 RTAP Program Changes	9
March Training Sessions Reviewed	10
TV&E Hosts "Grand Idea Competition"	10
Dates for 2004 MTC Announced	10
MT ² Network Web Site Launched	11
Detroit Hosts NACEM in 2004	12
Dates to Remember	12
Congress Extends TEA-21	13-14
Around the State (continued)	
Voters Approve Millage for ITP/The Rapid	14

Two Key MDOT Efforts Move Michigan Forward

I would like to take this opportunity to update you on two key MDOT efforts, the Transportation Summit and the FY2004-2008 Five-Year Transportation Program.

Transportation Summit

A rare opportunity to gaze into the future and create the vision for a safe, effective and flexible transportation system for Michigan was the challenge put to more than 500 participants and anyone with Internet access at a first-of-its kind Transportation Summit, held on Dec. 3 and 4, 2003 in Lansing.



Gloria J. Jeff

The Summit brought together transportation specialists, stakeholders, and individual citizens from Michigan, other states and Canada to project into the future and participate in discussions to help craft a broad-visioned transportation plan.

The December Summit was not the end-point of this process. In fact, it was the mid-point. Prior to the two-day event, planning teams comprised of diverse transportation interests and experts met over a six-month period to develop a list of key issues and to explore and consider issues, goals, and actions identified in key areas – safety; commerce and trade; communication, consciousness-raising and public involvement; coordination, cooperation, and connectivity; funding; land use; mobility options; research and evaluation; and asset management.

(continued on page two)

Two Key MDOT Efforts Move Michigan Forward *(continued from page one)*

Following the Summit, MDOT held 11 listening sessions across the state for further discussion of the Summit's ideas, information, and vision. Key issues from the listening sessions included: alleviate congestion; prevent traffic accidents; preserve roads and bridges; improve pedestrian safety; multimodal connectivity of nonmotorized, rail and bus transit; continuing economic growth and benefits; and enhance greater public involvement and communication.

The process continues. Nine action teams meet at least monthly to flesh out and even are beginning to implement specific action plans for the issues, goals and actions outlined in the Summit sessions. MDOT is an active participant on each of these teams, but we are not taking center stage. This process belongs to everyone at the table and its success depends on the commitment each of us makes to implement the Summit's vision.

I know many of you are involved in one or more action teams and I thank you for your commitment. I encourage all action team members to involve others in the dialogue as this historic process continues and invite members to use this newsletter to update colleagues on the progress. More information on the Transportation Summit, including minutes from action team meetings, can be found on the Web site (www.michigan.gov/transportationsummit).

Michigan's collective vision for a 21st century transportation system, as determined by the 500-plus participants of the Transportation Summit, December 2003, Lansing, Michigan.

"Michigan will lead the 21st century transportation revolution as it led innovation in the 20th century. We will move people and goods with a safe, integrated, and efficient transportation system that embraces all modes, is equitably and adequately funded, and socially and environmentally responsible. Michigan's transportation community will work together to ensure that resources are in place to deliver the system."

FY2004-2008 Five-Year Transportation Program

Since 1999, MDOT has issued a Five-Year Road and Bridge Report each year, laying out its investment and asset management strategies for the next five years. Preparation of the report provides for an important opportunity for MDOT to interact with the public each year as we confirm or adjust our overall approach for road and bridge investments in the coming years. For the same reason, review and approval of the plan by the State Transportation Commission is a key decision point for MDOT. In addition, the report gives TEAM MDOT the opportunity to inventory and document our accomplishments of the past year.

Since this is a significant document in our annual communications with the public and the Transportation Commission, we are transitioning this five-year program document to become a multi-modal transportation program. For the first time, the report issued in January 2004 highlights accomplishments of our aviation, transit and rail programs and lays out aviation, transit and rail investments for Fiscal Year 2004. The report includes a brief overview of each of the Comprehensive Transportation Fund (CTF) programs – such as local bus operating, specialized services, intercity service development, rideshare and vanpool.

We will grow the multi-modal components of this report over time and would like to get to the point where we can lay out a five-year program for all modes, including transit. Since five-year programming for our transit programs is largely a local function, the Passenger Transportation Division will work with transit agencies and other public transportation providers to collect information on long-term plans and past year accomplishments to be included in this report. The current Five-Year Transportation Program can be found on the MDOT Web site under "Maps and Publications" (www.michigan.gov/mdot).



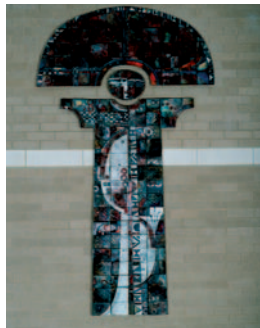


Around the State

Flint MTA Unveils Permanent Art Collection

In October 2003, Flint Mass Transportation Authority (MTA) unveiled a collection of art that reflects the relationship between people and public transportation. In a private showing of the collection of works on display at the Flint MTA's Administration and Training Center, over 200 people viewed the artwork that will remain as a permanent collection within the facility.

In May 2000, the MTA engaged the Greater Flint Arts Council to commission original works of art for the building. Artists residing in Michigan were eligible to submit proposals. In all, over 60 works of art were submitted to a selection committee comprised of Greater Flint Arts Council members and representatives of the MTA board and administration. Eleven artists were selected, producing 24 works in a variety of media, including hanging and standing sculptures and paintings.



Doug DeLind, sculpture

The art pieces were commissioned by the Greater Flint Arts Council with funds obtained by the MTA from



Maureen Bergquist, sculpture

state and federal sources. The Federal Design and Art in Transit program encourages and promotes art in public transit facilities.

Flint MTA's general manager Robert Foy points out that public facilities are an important asset in any community. "Public transportation facilities in our community are frequented by thousands of people each

day," Foy said. "It is important that these facilities be functional, but also they must contribute to the quality of life of our residents."

The Federal Design and Art in Transit program helps local communities include art as an integral part of the design of transit facilities throughout the United States.

"The Mass Transportation Authority is glad to include art in the design of new facilities constructed for transit services in Genesee County," said Foy. "We hope the visitors to MTA transit facilities will take the time to enjoy the contributions that Michigan artists are making to the quality of life in our community."



Tom Nuzum, painting

Bus Garage Renovation Earns Local Ionia Award

The Ionia Dial-A-Ride/Ionia Transit Authority recently earned a 2003 Brick Refurbishment Award from the Ionia Area Chamber of Commerce for a 1,500-square foot addition to the Ionia Dial-A-Ride bus garage. Brick Refurbishment Awards are given by the Ionia Area Chamber of Commerce for outstanding examples of downtown improvement, renovation or expansion.

The addition expands the Ionia Dial-A-Ride's bus garage to 4,500 square feet and allows the agency to park its entire fleet indoors. Other facility renovations as part of the project added a 15-car parking lot for agency employees and a renovated dispatch area. The facility renovation was funded by a FY 2002 Section 5309 federal earmark.



"Providing the highest quality transportation services for economic benefit and improved quality of life."

New Tower Enhances Ionia's Communication System

A 320-foot radio tower located north of Ionia will improve communications for the Ionia Dial-A-Ride and Ionia Transportation Authority and expand radio coverage to more distant parts of the service area. Ionia is located in the Grand River valley which hampers radio communications. "We're currently on a low band frequency and that doesn't work in valleys. We're going to a high frequency, 800-megahertz (MHZ) system that is less affected by geography," says Lynn Lafler, director of Ionia Dial-A-Ride and the Ionia Transportation Authority.

Non-voice messaging through a 480-MHZ data communication system will also be possible with the new tower. "The dispatcher can send message text to all vehicles or to an individual vehicle," Lafler says. "The text will appear on a display visible to the driver. This reduces radio traffic in emergencies." The data communication system also enables the transit agencies to use satellite-based Automatic Vehicle Locator (AVL) technology. According to Lafler, this will be especially helpful in an emergency. "The drivers only need to touch an emergency prompt button. They don't have to use their radios," Lafler says. "We will know there's an emergency and we will know the exact location of the bus." The AVL technology will also improve dispatch efficiency since the dispatcher can always see the exact location of the vehicles.

Ionia County Central Dispatch—fire, police, and ambulance—will also be using the 20-foot antennae atop the tower, as well as a broadband Internet provider that is providing service to the transit agency. This shared communication capability will be important in times of emergency. "Resource sharing is essential in today's emergency services," Lafler says. "The sheriff's department and state police have used our vehicles for emergency evacuations before and the only way they could communicate with the drivers was by cell phones."

This communications project is funded by a FY 2003 Section 5309 federal grant to the City of Ionia and includes the tower with fencing and base service shelter, the voice and data communication systems, 15 mobile radios and 15 mobile display terminals plus installation, as well as other supporting hardware and software. This project is expected to be completed in July 2004.

Van Buren Public Transit Joins MPSCS

In February 2004, Van Buren Public Transit joined the Michigan Public Safety Communications System (MPSCS), an 800-MHZ communication system originally set up for the Michigan State Police. Van Buren Public Transit is the second transit property in the state to be part of the MPSCS (see related story in the Fall 2003 issue of the Passenger TransActions on the first transit agency to join the MPSCS, Gogebic County Transit).

Van Buren Public Transit was assigned three of its own "talkgroups." The main talkgroup (channel) is the main channel used between drivers and dispatch. The other two talkgroups are for "special events." There is also a special county-wide emergency talkgroup for activities involving more than one agency/organization. This gives the communication system the capability of "inter-operability," or multi-jurisdictional communications.

Van Buren Public Transit bus drivers can now switch to a special county talkgroup to report an emergency directly to the Van Buren County Sheriff Department Central Dispatch. "Our bus drivers are like roving police officers," says William L. Olney, Director of Van Buren Public Transit. "Also, there's no more static, or interruptions by cordless phones like the 43-MHZ (low-band) system." Recently while in Lansing, Olney spoke with his dispatcher over the new system and the communication was crystal clear.

The new radio system is funded by a FY 2002 Section 5311/Surface Transportation Program (STP) federal grant. The radio system's cost included the removal of the old low-band system. The 800-MHZ radios are more expensive than the low-band units and there's also a yearly fee per radio for maintenance of the system. Some of this cost is offset by the elimination of a phone line to the old tower and a tower fee to the private sector.

If your communications system is due for an upgrade, MPSCS is worth exploring. You can obtain further information on MPSCS by calling 517/336-6674 or by visiting the MPSCS Web site at www.mpscs.com.

St. Joseph CTA Celebrates First Year

St. Joseph County Transportation Authority (CTA) completed its first year of operation and is on the road to success. Total ridership during the first year was 64,746 which included regular passengers, Project Zero passengers, elderly passengers, persons with disabilities, and elderly passengers with disabilities.

The year-end figures are a victory for the St. Joseph CTA Board. After combining the buses and finances of previous county transportation systems, which included the Commission on Aging and ARCH, then adding services to include any county resident, the CTA was given two years to make public transportation work, otherwise it would revert back to serving only the elderly and those with disabilities. CTA Board member Gerald Loudenslager says, "I'm pleased as peaches it's operating so well because I'm the one who pushed so hard to get it for so many years."

CTA director Russ Laverty said it takes time to build up ridership, although the numbers are growing each month. The CTA plans a marketing campaign to boost public awareness which includes a new bus logo featuring Centreville's red covered bridge and uniformly colored buses.

Information for this article from the Three Rivers Commercial-News, Dec. 4 issue.

The Passenger TransActions is a quarterly news bulletin produced by the Michigan Department of Transportation, Passenger Transportation Division for the public transit providers in Michigan. Suggestions or comments may be sent to Jill Adams, MDOT/Passenger Transportation Division, P.O. Box 30050, Lansing, Michigan 48909, or call 517/373-2051 (e-mail adamsji@michigan.gov). The Passenger TransActions is also available online at www.michigan.gov/mdotptd - latest issue under Publications. Alternative formats such as large print, braille, or audio-tape are available upon request by calling Stu Lindsay 517/335-2598 (e-mail lindsays@michigan.gov). Total quarterly cost to print 500 copies: \$117.00 (\$0.23 per copy).

CWTA Wins Governor's Healthy Workplace Award

The Cadillac/Wexford Transit Authority (CWTA) was awarded the Healthy Workplace Silver Award, for a second year in a row, from the Governor's Council for Physical Fitness, Health and Sports. This award honors CWTA's in-house wellness program which pays employees to exercise.

CWTA's in-house wellness program is voluntary, and the time is scheduled in by the dispatcher, so there is no disruption in customer service. Full-time employees can earn up to two paid days off based upon the hours exercised in a six-month period, and part-time employees can earn up to one paid day off. Administrative employees are also paid to work out, but do not earn days off.

CWTA houses professional exercise equipment including a treadmill, stair-stepper, weight set, stationary bikes, and exercise videotapes. "The wellness program helps keep employees mentally and physically healthy and cuts down on workers compensation issues," says Vance Edwards, CWTA director. "It also helps keep employees available and capable of assisting passengers and assisting in emergency situations."

The CWTA is the only transit authority in the state to be recognized for the Healthy Workplace Award. They will receive a trophy and certificate for their accomplishment. Just goes to prove – it does pay to be healthy! Congratulations, CWTA!

Kalamazoo Metro Increases Ridership and Fares

Congratulations to Kalamazoo Metro for increased ridership on its fixed route service for 2003. Ridership exceeded 3 million trips for the first time since 1981. Also, the Kalamazoo City Commission approved a \$1.10 cash fare, effective April 1, 2004. Adult, student, disabled, senior, and SMART (unlimited rides) passes have gone up proportionately. The cost of tokens was also increased.

AATA Converts Fleet to Ultra Low Sulfur Diesel Fuel

Ann Arbor Transportation Authority (AATA) will be the first transit system in the Midwest to convert its entire bus fleet to ultra low sulfur diesel fuel, meeting federal FTA mandates four years ahead of schedule.

AATA is also testing two new engines that, along with the ultra low fuel, will result in reductions of 90 percent or more in particulate matter, hydrocarbons and carbon monoxide, as well as a 10 percent reduction in nitrogen oxide.

MAX Adopts Uniform Policy for Drivers

Bus drivers and supervisors for Macatawa Area Express (MAX) Transit are sporting a new look thanks to a recently adopted uniform policy for ATC/Vancom employees developed in cooperation with the City of Holland. The City of Holland contracts with ATC/Vancom to operate MAX's fixed route and reserved ride bus service.

The new uniform policy creates a more professional look for MAX staff and helps increase the public's awareness and recognition of MAX Transit. The new uniforms include navy cargo pants or shorts, blue oxford shirts (long-sleeve or short-sleeve) with the MAX logo, and an all weather jacket with the MAX logo. Supervisors will be distinguished from drivers by wearing blue and pale yellow pinstripe oxford shirts. Employees were asked for input on uniform selection and, before the final selection, two employees were outfitted with the new uniforms to see how they liked the fit and style.

"We looked at several different styles of uniforms and decided to go with something casual yet professional that would provide maximum comfort, durability, and style," says Linda Lefebvre, MAX coordinator. "Having our drivers and supervisors in uniform also allows the public to clearly identify MAX drivers and supervisors for safety reasons." According to Richard Jacob, MAX general manager, ATC/Vancom employees are happy with the uniforms.

For more information on Macatawa Transit, check out its Web site, www.catchamax.org.

MAX Sponsors Poster Contest for National Transportation Week

The City of Holland's Macatawa Area Express (MAX), National City Bank, and Meijer sponsored a poster competition in celebration of National Transportation Week, May 16-22. The competition was open to all public, private, and charter school fifth grade students in Holland and Zeeland.

To enter the competition, students created a poster that visually communicated the benefits of public transit and how "MAX connects people with the community." "We wanted to involve the schools as a way to educate students and their families about the importance and benefits of public transit and raise their awareness of their local transit system," said Sherri Cadeaux, MAX marketing specialist.

Winners received savings bonds, merchandise, and cash from the competition sponsors. Winners were announced during National Transportation Week, May 16-22. The annual observance celebrates the role that transportation systems play in safely and efficiently moving people and products to contribute to our nation's economic prosperity and quality of life for its citizens.

You can find out more about MAX Transit at its Web site, www.catchamax.org

Greater Lapeer Welcomes New Directors

The Greater Lapeer Transportation Authority (GLTA) has been a very busy place lately. Mary Panos is the new executive director replacing Dave Babcock who retired in October 2003 after 27 years in the transportation business. Mary is not new to the GLTA family as she was its operations director for six years.

GLTA also welcomes Carol Wegher as its new operations director. Previously, Carol was the operations director for Livingston Essential Transportation before joining GLTA.

ITP/The Rapid Mourns the Loss of a Friend

Ron May, special services manager at The Rapid in Grand Rapids, passed away in March this year. Ron had recently retired after many years in the transportation field.

Ron was hired by what was then known as GRATA in 1994. The Americans with Disabilities Act (ADA) was only four years old and GRATA's paratransit component was in its early years. Ron was instrumental in developing the first ADA paratransit eligibility application used in Grand Rapids. That application is still used as the framework for the current version.

When Ron started working in GO!Bus, The Rapid's paratransit service, the department consisted of two-full time and four part-time employees. Upon his retirement in 2003, the GO!Bus office included the Passenger Adaptive Suburban Service (PASS) department, had contracts with the city of Grand Rapids and the state of Michigan, and had six full-time and three part-time employees.

From his office, Ron had a great view of the construction of The Rapid's new Surface Transportation Center. Although he considered charging admission to those coming into his office for a better view, he decided that as public servants, The Rapid's employees deserved some form of cheap entertainment. Visits to his office became a good time to reminisce.

The attitude Ron brought to work everyday had a great influence on the people around him. His sense of humor and gentle way of treating people were traits that made him a good manager and that helped contribute to making The Rapid a good place to work. He will be greatly missed by all who knew him.

Around the State articles continue on page 14

Lift Accidents May Require Drug and Alcohol Tests

At a recent Community Transportation Association of America conference, Mark Snider of the Federal Transit Administration (FTA) Office of Safety and Security provided an important clarification to the FTA's drug and alcohol testing regulation on post-accident testing (49 CFR Part 655). The FTA may now require that the driver be tested for drugs and alcohol in the event of an accident involving a wheelchair lift.

Previously, FTA provided guidance that an "occurrence associated with the operation of a vehicle" meant that the accident had to be directly related to the manner in which the driver applied the brake, accelerated, or turned the steering wheel. Given this focus on the actual movement of the vehicle, incidents involving the operation of lifts were determined to be outside the accident definition and therefore would not require FTA post-accident drug and alcohol tests.

Upon further consideration, FTA has determined that since lifts constitute equipment used in revenue service and their operation is essential to the operation of the vehicle and protection of public safety, their operation should be included in the accident definition. Therefore, FTA clarified its position expanding the interpretation of "operation of a vehicle" to include operation of the vehicle's lift.

Further information and clarification may be found in the article "Lift Accidents May Require Test" in the FTA Drug and Alcohol Regulation Updates, Issue 25, page 3. If you need a copy of this publication or need further information, please contact Kathy Urda, Drug & Alcohol Program Coordinator, 517/335-2575, e-mail urdak@michigan.gov.

Michigan Department of Transportation

Gloria J. Jeff, Director

Multi-Modal Transportation Services

Rob Abent, Bureau Director

Passenger Transportation Division

Sharon Edgar, Administrator

Transportation Commission

Ted B. Wahby, Chairman

Betty Jean Awrey, Vice Chairwoman

Vincent Brennan

John W. Garside

Linda Miller Atkinson

Robert G. Bender

May Volunteer Drivers Drive Federally-Funded Cars?

This question was asked at a Specialized Services Coordination Team (SSCT) meeting where it was reported that a car is an eligible item for purchase with a federal grant.

Volunteer drivers may drive federally-funded vehicles as long as they do not need a commercial drivers license (CDL) to operate the vehicle. A CDL is required when driving a vehicle designed to carry 16 or more people including the driver.

Volunteer drivers who drive federally-funded cars would not be eligible to receive any type of compensation since MDOT's reimbursement for volunteer drivers is for the usage and wear and tear of their personal cars.

Transit agencies may have insurance liability issues since non-professional drivers would be driving their vehicles. There may also be some issues with volunteer drivers taking away jobs from professional drivers.

We hope that this information helps consumers in areas that depend on volunteer drivers to fill gaps in services. If you need more information, contact Angel Fandialan at 517/335-2577, e-mail fandialana@michigan.gov.

Vehicle News

MDOT To Purchase Medium-Duty Low-Floor Bus for Demo Project

The MDOT will purchase some medium-duty low-floor buses to evaluate their effectiveness in rural transit service as an alternative to standard mechanical lift methods of accessibility. These buses will be built on the new Chevrolet CC 5500 front engine medium-duty chassis. The chassis modifications have been authorized by General Motors.

In the near future, MDOT will ask transit agencies to submit a letter of interest to participate in the evaluation of these buses. If you have any questions, please contact Al Johnson at 517/335-2549, e-mail johnsonal@michigan.gov.

Medium-Duty Bus Contract Awarded

The medium-duty bus contract has been awarded to Hoekstra Transportation, Inc. for the ElDorado Aero Elite bus. The medium-duty bus will be built on the new Chevrolet CC 5500 chassis. The bid was very competitive. The pilot bus has been completed and will be on display at the Transit Vehicle and Equipment Seminar in June.

The new two-year contract will expire on March 2, 2006. If you have any questions, please contact Al Johnson at 517/335-2549, e-mail johnsonal@michigan.gov.

Transit Vehicle Clearinghouse Web Site Now Available

The Passenger Transportation Division (PTD) is pleased to offer a new Web site as a service to Michigan's transit agencies. The Michigan Transit Vehicle Clearinghouse is an alternative way for transit agencies to advertise transit vehicles for sale. It can be accessed on the internet at: www.mdot.state.mi.us/clearinghouse/.

Any Michigan transit agency may post a vehicle for sale on this site. The site provides potential buyers with vehicle information, such as year, make, model, mileage, seating capacity, and who to contact should they have questions regarding the vehicles for sale. Transit vehicles will be posted on this site for 30 days and will then be automatically removed. Unsold vehicles may be posted for additional 30-day periods by the transit agency.

For more information or assistance in using the site, please contact Matthew Blackledge at 517/335-2538, e-mail blackledgem2@michigan.gov.

Small Bus Contracts Extended

The current small cutaway bus contracts with Coach & Equipment (steel cage structure) and Hoekstra Transportation (ElDorado composite structure) have been extended until Sept. 1, 2004. If you have any questions, please contact Al Johnson at 517/335-2549 or e-mail johnsonal@michigan.gov.

State Surplus Auction Still Available for Vehicle Disposals

An option that is still available to transit agencies for disposing of transit vehicles is the state surplus auction. The remaining 2004 auction dates are June 12, July 31, Aug. 21, Sept. 11, Sept. 25, Oct. 30, and Nov. 20.

For further information on state surplus auctions, visit this Web site (www.michigan.gov/doingbusiness/0,1607,7-146--58550--,00.html) or contact Marsha McKee at 517/335-8439.

U-Bolts Inspection Required for International Chassis

Reminder.....All medium-duty buses built on International's 3400 or 3200 chassis need to have the U-bolts inspected and re-torqued as recommended in the Operators Manual for the chassis. It has been recommended by International's customer service engineer that the U-bolts be inspected and re-torqued with every preventative maintenance check after the initial 1,000 mile service.

If you have experienced any cracked rear axle housing on either of these chassis, please contact Manny Stock at 517/373-7098, e-mail stockm@michigan.gov.

PTD Posts Vehicle Survey Results

In September 2003, the PTD surveyed transit agencies for feedback on the types of revenue vehicles available on State of Michigan extended purchase contracts. Forty-two percent of the transit agencies responded to the survey (29 nonurban, 11 urban, and 10 Section 5310 transit agencies) and indicated these top four choices: small cutaway buses, medium-duty buses, an accessible full-size van conversion, and an accessible minivan conversion.

We appreciate everyone who took the time to respond to the survey. PTD will be able to use this feedback on future vehicle contract considerations. If you have any questions regarding this survey, please contact Al Johnson at 517/335-2549, e-mail johnsonal@michigan.gov.

Changes Made to FY2004 RTAP Program

Effective January 1, 2004, the IRS rate for federal standard mileage rate changed from \$0.36 per mile to \$0.375 per mile. The \$0.375 per mile rate should be used for trainings attended after January 1, 2004.

Effective April 1, 2004, the following two changes were made to the FY2004 RTAP Program.

1. The RTAP allocation per eligible agency was changed to \$3,500.
2. The mileage reimbursement was changed so that the first 200 miles are now exempt from RTAP reimbursement. Any trainings attended after April 1, 2004 will be subject to the mileage exemption regardless of when the original grant request was approved. Total round trip mileage must be shown on the expense voucher. Below are some examples:
 - a. Total round trip mileage is 500 miles:
Reimbursement will be calculated on 300 miles (500 miles – 200 exempt miles = 300 miles).
 - b. Round trip mileage is less than 200 miles: no mileage reimbursement will be paid.
 - c. Two people from an agency attend the same training and drive separately. Expenses for both may be submitted on one expense voucher; however, each person's mileage must be listed separately and the 200-mile exemption applied to each person's total miles. If each person drove 180 total miles, neither would be eligible for a mileage reimbursement. If each drove 250 miles, each would have 50 miles that were eligible for reimbursement.

If you have any questions on the RTAP program, please contact Jill Adams at 517/373-2051, e-mail adamsji@michigan.gov.

Two March Training Sessions Receive Great Reviews

The PTD held two trainings sessions in March - a Certified Community Transportation Supervisor (CCTS) training and an Advanced Train the Trainer session. These training opportunities were part of the Michigan Transit Training Network. Thanks to Hope Network in Grand Rapids for hosting these two trainings.

The Community Transportation Association of America (CTAA) presented the CCTS training on March 8-10. Professionals from nineteen transit agencies received their certification as Community Transportation Supervisors. This training addressed core supervisory skills in front-line management, human resource management, operations and safety management, and performance-based management. The trainer Michael Noel is very knowledgeable in the transit industry and provided great transit-related examples. Participants' comments included: "This program is what I needed to help set up and improve upon my agency's policy/procedures regarding hiring, records, and interactions." "Class was great - can't wait to get back and implement ideas."

Michael also conducted an "Advanced Train the Trainer" session on March 11-12. This workshop built upon and expanded the core materials provided by Michael at the Basic Train-the-Trainer workshop held last year. Topics included: classroom setup; how environment affects behavior; the art of discussion; how adults communicate; presenting yourself as the instructor; non-verbal communication; strategies for nervousness; methods of instruction; storytelling; demonstrations; small group discussion; exercises/games; reading materials; role play; audio visual materials; case studies; open ended questioning; curriculum development; evaluating training; personality profiling; and learning style profiling. Twenty-two transit agency professionals attended the class and learned some training "tricks of the trade" to apply to their agency's training programs. Michael also emphasized the importance of training in the transit industry.

If you have any questions on either the CCTS or the Advanced Train the Trainer sessions, please contact Jill Adams at 517/373-2051, e-mail adamsji@michigan.gov.

TV&E Seminar Hosts "Grand Idea Competition"

Mark your calendars for the 2004 Transit Vehicle and Equipment (TV&E) Seminar, June 23-25 at the DNR MacMullan Center at Higgins Lake. Companies presenting workshops this year include: ElDorado National/Hoekstra Transportation; Akzo Nobel Coatings; International Truck & Engine; Telma, Inc.; Carrier Transicold; Penntex Industries; Coach & Equipment; Braun Corporation; General Motors; Allison Transmission; Espar of Michigan; Ricon Corporation; Lake Erie Transit on its Mechanics Incentive Program/ASE Certification; Van Manen Oil Company; Tecumseh Fleet Engineering; and Ford Motor Company.

New this year is a "Grand Idea Competition" which highlights innovations that improve vehicle maintenance processes through creative approaches. The innovation may be a practice, procedure, device, or technique. Only innovations that have been implemented and have demonstrated positive results will be considered for an award.

For more information on the Transit Vehicle and Equipment Seminar, contact Jill Adams at 517/373-2051, e-mail adamsji@michigan.gov.

Mark Your Calendars for 2004 MTC

The annual Michigan Transit Conference (MTC) will be held Oct. 25-27 at the Bavarian Inn Lodge in Frankenmuth. The MTC provides an opportunity for the transit community to network, discuss issues, and receive training.

MDOT Director Gloria Jeff will be the featured speaker. "Attending the Michigan Transit Conference gives me an opportunity to highlight the intermodal connectivity we have within Michigan," said Director Jeff. "Transit is crucial to growing Michigan's economy by providing access and mobility to jobs, the community, and needed services."

Registration packets will be sent out in late summer. If you have any questions on the MTC, please contact Bonnie Jay at 517/373-7645, e-mail jayb@michigan.gov.

MT² Network Launches Web Site

Want to find out about training activities for Michigan transit agencies? Check out the Michigan Transit Training Network (MT² Network) Web site. Go to www.michigan.gov/mdotptd and click on Transit Training Network in the left hand column under Passenger Transportation.

The MT² Network Web site is designed to be user friendly and provide information on Michigan's public transit statewide training initiatives. On the Web site, you will find: information on the Mentor Program, a link to the PTD Events Calendar, a list of recommended training courses, transportation-related Web links, information on the Transit Resource Center and the Rural Transit Assistance Program (RTAP), a link to the MT² Network ListServ, and a list of the members of the Training and Education Team. Below are highlights of three MT² Network Web site components.

Mentor Program

Want to know who to contact about volunteer driver programs? Go to the MT² Network Mentor Program Web page. The Web page has the names and contact information for Michigan transit "mentors," persons recognized for their expertise on a given topic(s) who offered to provide technical assistance to support Michigan's transportation programs. A big "Thank You" from PTD goes to all the transit professionals who volunteered to be mentors.

How do you use the program? From the alphabetized list of topics, select and contact one of the mentors listed for that topic. Please make sure you let the person you contact know that you got his/her name from the Mentor Program Web page. The Web page is still under construction and will eventually include a user feedback survey form and a profile/signup form for persons who want to join the mentor list.

Transit Resource Center

The Transit Resource Center is available primarily for Michigan rural & specialized transportation providers free of charge. There is a 30-day return policy with a limit of two items at a time. Items may be requested from Jill Adams at the contact information below. Check back often to see what new items have been added.

ListServ

What is the purpose of the MT² Network ListServ? It is an e-communication tool to help transit agencies get input from other transit trainers on training questions or topics. The MT² Network ListServ should only be used for training related questions – not for general communication purposes.

To use the ListServ you must first subscribe to it. Click on the link from the MT² Network Web site or go to www.state.mi.us/listserv. Click on "Subscribe by the Web." Enter your name, e-mail address and select the following list from the drop down menu: MDOT-MI-TRANSIT-TRAINING-NETWORK. Then submit the request.

That's all there is to it. Once you have submitted your request, it will be processed and you should receive a confirmation e-mail back saying you have been added to the MDOT-MI-TRANSIT-TRAINING-NETWORK mailing list. The e-mail will contain information on how you may send e-mail via the ListServ. Please keep in mind that when someone sends an e-mail to the ListServ, all subscribers to the ListServ will automatically get the message. You may choose to respond to the message or not.

If you have any questions or comments about the MT² Network Web site, or have suggestions for improvements to the site, please contact Jill Adams at 517/373-2051, e-mail: adamsji@michigan.gov.

Other Training News

Detroit Hosts NACEM in September 2004

The first-ever North American Conference on Elderly Mobility (NACEM) will be held at Detroit's Marriott Renaissance Center on Sept. 12-15, 2004. NACEM 2004 will be presented by a host of state and national organizations including the MDOT, Traffic Improvement Association, Michigan Office of Highway Safety Planning, Michigan State Police, Michigan Department of State, Michigan Department of Community Health, Michigan Department of Education, AAA Michigan, the Southeast Michigan Council of Governments, Transportation Research Board, Area Agency on Aging, Federal Highway Administration, and National Highway Traffic Safety Administration.

The conference is designed to provide an update following the National Conference on Aging and Mobility held in Arizona in 2002, with a focus on *best practices* that have improved elderly transportation mobility from organizations around the world. NACEM 2004 will feature national and international speakers who will provide participants with cutting edge, "hands-on" information to help them address transportation issues of the elderly population and all motorists in the future.

The focal point of NACEM 2004 will be the demonstration of *best practices* from around the world. To accomplish this, NACEM issued a *Call for Best Practices* on a variety of topic areas, focusing on practice and application with demonstrable success (not research).

For additional information on the conference and the Call for Best Practices, contact Diane Drago, conference coordinator, at 517/663-5147, e-mail: DMSdiane@concentric.net, Web site: www.tiami.org.

Dates to Remember

Shared Ride/Demand Response Operations
June 7-8, 2004, 2004: Milwaukee, WI
University of Wisconsin at Milwaukee
414/227-3337

Community Transportation Annual EXPO
June 13-18, 2004: Seattle, WA
Community Transportation Association of America
202/628-1480

PTD Michigan Transit Vehicle and Equipment Seminar
June 23-25, 2004: Higgins Lake
Jill Adams 517/373-2051

Efficiencies in Paratransit Scheduling and Dispatching
June 28-29, 2004: Milwaukee, WI
University of Wisconsin at Milwaukee
414/227-3337

Exploring the Potential of Bus Rapid Transit
June 29-30, 2004: Cleveland, OH
National Transit Institute (NTI) 732/932-1707

Michigan Small Bus Rodeo
July 21, 2004: Midland, MI
Sherri Hawkins 517/373-7644

MPTA Annual Legislative Conference
Aug. 18-19, 2004: Crystal Mtn., Thompsonville, MI
Cindy Zolkowski 517/324-0858

MASSTRANS Training Conference for Front Line Transit
Employees
Sept. 24-26, 2004: Bay City
Vance Edwards 231/775-9411

International Truck and Bus Meeting and Exhibition
Sept. 27-29, 2004: Chattanooga, TN
Society of Automotive Engineers 877/606-7323

Michigan Transit Conference
Oct. 25-27, 2004: Frankenmuth
Bonnie Jay 517/373-7645

Congress Extends TEA-21 Until June 30, 2004

Sometimes it seems that the Transportation Equity Act for the 21st Century (TEA-21) Reauthorization is like taking a trip into the Land of Oz. Things are never what they seem and the way there is full of detours and adventures. As you know, TEA-21 expired and has been extended by Congress for nine months until June 30, 2004.

The administration submitted its proposal called the Safe and Flexible Transportation Efficiency Act of 2003 (SAFETEA) for a total of \$247 billion with \$45.8 billion for transit for the next six years. On Feb. 12, the Senate approved its version of SAFETEA for a total of \$318 billion with \$56.5 billion for transit. On April 2, the House approved a scaled down version of the Transportation Equity Act – A Legacy for Users (TEA LU) for a total of \$275 billion with \$51.5 billion for transit.

The next step is for a conference committee to consider the bills and work out the differences and forward a compromise bill to the President before the extension to TEA-21 expires on June 30. President Bush has said that he would veto any legislation that maintains either the funding levels or the program features of the Senate and House bills. The House and Senate bills passed with more than enough votes to override a veto, but some think that Congress may avoid a confrontation with the President in an election year and may choose to extend TEA-21 and resume debate after November.

FY 2004 Budget and FTA Apportionments

The “Surface Transportation Extension Act of 2004, Part II” (Pub. L. 108-224) was signed into law by President Bush on April 30, 2004. The Act provides an extension through April 30 of programs funded from the Highway Trust Fund pending enactment of a law reauthorizing TEA-21. FTA has published the FY 2004 apportionments and allocations, but only 9/12 of the funds are available through June 30.

Capital Investment Program (Section 5309)

Allegan County Transportation	\$ 39,290	Alpena	\$ 10,000
Alger County	\$ 46,400	Antrim County	\$ 46,400
Ann Arbor Transportation Authority	\$2,701,215	Arenac County	\$ 20,000
Barry County	\$ 19,645	Bay Area Metro. Trans. Authority	\$ 245,565
Bay Area Transportation Authority	\$ 982,260	Belding	\$ 39,290
Berrien County Public Transportation	\$ 98,226	Cadillac/Wexford Trans. Auth.	\$ 663,025
CATA, Lansing	\$2,455,650	Clare County Transit Corp.	\$ 98,226
Clinton Transit	\$ 39,290	Crawford County	\$ 14,400
Delta Area Transit Authority	\$ 28,000	Detroit Dept. of Transportation	\$10,313,728
Eastern UP Transportation Authority	\$ 66,800	Flint Mass Transp. Authority	\$ 2,455,649
Gogebic County	\$ 25,200	Hancock	\$ 6,000
Harbor Transit	\$ 196,452	Holland Macatawa Area Express	\$ 589,356
Houghton	\$ 46,400	ITP (Grand Rapids)	\$ 2,111,859
Isabella County Transp. Commission	\$ 245,565	Kalamazoo County Human Services	\$ 73,669
Kalamazoo Metro Transit	\$ 923,325	Lake Erie Transit	\$ 982,260
LETS (Livingston)	\$ 88,403	Ludington Mass Transp. Authority	\$ 245,565
Manistee County Transportation	\$ 29,468	Marquette County	\$ 982,260
Mecosta Osceola County Area Transit	\$ 196,452	Michigan Statewide	\$ 982,260
Midland County	\$ 73,669	Ogemaw County	\$ 46,400
Sanilac County	\$ 98,226	Shiawassee	\$ 39,290
St. Joseph County Transit	\$ 34,379	SMART	\$ 4,420,169
Van Buren Public Transit	\$ 17,681	Detroit Fixed Guideway	\$ 591,335

Elderly and Persons With Disabilities Program (Section 5310): \$2,929,051

Nonurbanized Area Formula Program (Section 5311): \$8,939,821

Rural Transit Assistance Program (RTAP) (Section 5311 (b)): \$134,873

Congress Extends TEA-21 Again *(continued)*

Urbanized Area Formula Program (Section 5307)

Urban Areas Under 200,000 Population

Battle Creek	\$ 747,140	Bay County	\$ 760,747
Benton Harbor-St. Joseph	\$ 552,348	Elkhart	\$ 16,673
Holland	\$ 958,014	Jackson	\$ 868,421
Kalamazoo	\$1,873,258	Michigan City	\$ 4,453
Monroe	\$ 536,919	Muskegon	\$ 1,463,310
Port Huron	\$ 818,836	Saginaw	\$ 1,467,498
South Lyon-Howell-Brighton	\$ 881,110		

Urban Areas Over 200,000

Ann Arbor	\$4,106,806	Detroit	\$35,871,006
Flint	\$5,319,760	Grand Rapids	\$ 6,084,327
Lansing	\$4,190,673		

Planning

Metropolitan Planning Program (Section 5303): \$2,021,821

State Planning and Research Program (Section 5313 (b)): \$425,163

Job Access and Reverse Commute (Section 3037)

Detroit	\$1,586,016	Flint	\$ 743,445
Grand Rapids	\$1,189,512	North Oakland TA	\$ 148,689

Around the State *(continued from page 7)*

Voters Approve Millage Increase for ITP/The Rapid

In November 2003, Grand Rapids area voters approved ITP/The Rapid's request for a millage increase to 0.95 mills by a two to one margin. The millage was approved in each of the six cities served by ITP/The Rapid—Grand Rapids, East Grand Rapids, Wyoming, Kentwood, Walker and Grandville.

The 0.95 mill levy will last for five years. It renews the 0.75 mills passed by voters three years ago and adds a 0.2 mill enhancement. The 0.95 mills will generate more than \$9 million of local funding for ITP/The Rapid each year. "We're very pleased with the results and with everyone's support in the millage," says Peter Varga, executive director/CEO of ITP/The Rapid.

Keys to the millage success were an increasing ridership on ITP/The Rapid which reached a record 5.8 million riders last year, and a commitment by the transit agency to use the new revenues for greater frequency of pick-ups, additional evening service, and additional new routes or route extensions.